

Today's Advertisements.

ORGAN RECITAL,

TO BE GIVEN BY
Mr. A. G. WARD,
IN
ST. JOHN'S CATHEDRAL,
ON
MONDAY, the 31st February, 1897,
AT 5.15 P.M.
Vocalists—
Mrs. STANLEY and Mrs. E. A. MEASOR.

PROGRAMME:
1. Toccata and Fugue in D minor, J. S. Bach.
2. Ave (from "The Holy City")
"My Soul is abiding in" A. R. Gaul.
3. Andante in A flat, W. S. Hoyte.
4. A Two-part Song, without
Words, by J. B. Calkin.
5. "O Divine Redeemer," C. G. Gued.
6. Fantasia (in the form of an
Offertoire) by E. Tours.
Hongkong, 29th January, 1897. [211]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF
SHAREHOLDERS will be held at the
OFFICES of the COMPANY No. 14, Praya Central,
on MONDAY, the 22nd February, 1897, at 12
o'clock noon, for the purpose of receiving the
Report of the Directors and the Statement of
Accounts for the year ending 31st December, 1896.
The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
February, both days inclusive.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 20th January, 1897. [207]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above
Ports on SUNDAY, the 31st instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 29th January, 1897. [208]

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITED COMPANIES.)

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO

VENICE AND TRIESTE, ALL MEDITERRA-

NEAN, ADRIATIC, LEVANTINE AND
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF AND BAGDAD.

ALSO

BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mancini, will be despatched as above
on MONDAY, the 31st February, at 5 P.M.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 29th January, 1897. [209]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain K. H. Sundberg, will be despatched for the
above Ports on TUESDAY, the 2nd Feb.,
at Daylight.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 29th January, 1897. [212]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. of the 1st February, will
be landed at Consignees' risk and expense into
the Godowns of the Hongkong and Whampoa
Wharf and Godown Co., Limited, at Whampoa.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 29th January, 1897. [210]

DAKIN, CRICKSHANK & COMPANY, LIMITED.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 29th January, 1897. [213]

Intimations.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REQUESTED TO REMIT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Prices, are guaranteed to be the genuine
product of the vines of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINE AND SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [6]

BIRTH.

On the 21st inst., at "Waverley," Tanglin,
Singapore, the wife of O. M. Preston, of a
daughter.

DEATHS.

On the 28th inst., at his residence, Valla-
shaw, Bombay, EBRHIM NORDIN, after a
long illness, at the ripe age of over 80 years,
senior partner in the firm of Abdoolly Ebrahim
& Co., Hongkong and China.

On the 21st inst., at "Erie Villa," Upper
Willie Road, Singapore, Margaret Mary David-
son, the beloved wife of Capt. John Eugene Geary.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 29, 1897.

REUTERS' MESSAGES.

HOUSE OF COMMONS.

LONDON, January 27th.

The House of Commons has voted the
Address.

THE PLAGUE CONFERENCE.

The plague conference will meet at Venice
on the 10th Feb. inst.

INDIAN FAMINE RELIEF.

The first cargo of Russian grain collected for
the relief of the sufferers by the Indian Famine
levies from Odessa in a few days.

THE PLAGUE AT BOMBAY.

The plague at Bombay is unabated.

THE SOP CHEE COTTON SPINNING CO., LTD.

SHANGHAI, January 25th.

The main steam engines of the above mill
were successfully started on Saturday afternoon
last, by the superintendent engineer of the mill,
Mr. M. Mutter, in the presence of
a number of gentlemen, including Mr.
H. Lehmann, representing the general manager.
The high pressure engine is named Lehmann
after the above gentlemen, and the low pressure
engine Arnold after the head of the firm of
Messrs. Arnold, Kierberg & Co., the general
managers.—*Mercury.*

LOCAL AND GENERAL.

WILLIAM'S CROWN arrives to-morrow.

The Japanese Government has purchased the
Brazilian cruiser *Albatross*.

The *Strait Times* writes that the
Consular relief fund will be brought out by
the first class of *Colonial Royal Arthur*.

GREEN, the jockey who rode *Sprightly* in the
race for the Victoria Cup, has only ridden in
one other Victoria Cup race, and that was in
1894, when he rode *Hopalong*.

Among the passengers by the *Summit* which
arrived to-day from Manila, was Mr. H.
O'Shea, special correspondent of the *New York Herald* and *China Gazette*.

NAM CHUHO, of No. 15 Lyndhurst Terrace

was fined \$75, with the alternative of 3 months
hard, by Capt. Hastings for having unlawfully
selling intoxicating liquor during prohibited
hours (viz. 10.15 p.m.). He paid the fine.

MR. VALENTINE CHIRCH (special Times corre-

spondent) and Consul-General Anderson left
Singapore on the 21st instant for Bangkok by
the *Centaur*. Mr. Chirch will shortly re-visit
Singapore, whence he goes via Batavia to
Klang.

An Australian Press despatch dated 1st

December, says:—A prominent Chinese
newspaper states that the recently published
"secret" treaty between Russia and China is
only a fragment of a wider agreement by which
Port Arthur will ultimately be assigned to Russia.

THE members of the Pacific Cable Commission

unanimously stated in their report that they are
in favour of a State-owned cable; and the route
recommended by the last Postal Conference in
Sydney, proposing branches from Fiji to Moreton
Bay and New Zealand, is adopted by the Com-
mission as being the best.

THE Steamship Company writes that there will

be no night steamer to or from Canton on Tues-
day and Wednesday, 2nd and 3rd February.
The day boat will run as usual. On Chinese New
Year's Day (2nd February) there will be no
steamer to or from Macao, and the *White Cloud*
will not run between Canton and Macao on
Tuesday and Wednesday next.

A SCULLING match, to take place at the

Thames on February 1st, has been arranged
between W. Haines, of Putney, and C. Stephen-
son, the New Zealand champion sculler. Haines
has also accepted the challenge of Tom Sel-
livan, the ex-New Zealand, and the match will
take place a fortnight after the match between
Haines and Stephenson. Haines won the
Christmas open sculling handicap on the Tyne,
and Sullivan, who also studied in the event,
retired before the completion of the race and
challenged the winner.

The Agents of the China Merchants S. N.

Company, the Indo-China S. N. Company, Ltd.,
and the Dougl's Steamship Company, Ltd., have,
according to the *Fochoo* News, informed the
public that on and after the 2nd 10 inst. they
will only carry mails forwarded by Her Britan-
ic Majesty's Postal Service and those of the
Imperial Chinese Postal Office. This, says the
Echo, is a death-blow to our flourishing Local
Post and consequently a serious loss to the
community, but of course compensation will be
made by the Chinese Government.—Possibly,
but not very likely.

CAPTAIN WELBY, 18th Hussars, and Lieut.

Malcolm, 33rd Highlanders, arrived in Calcutta
on 28th ultimo by the *Sahang*. These two
officers started from Leh at the beginning of
May, 1896, on a scientific expedition across
Northern Tibet. They successfully
accomplished, and about the middle of October
reached the Chinese border at the frontier town
of Tankai, which lies a few days east of the
Koko Nor. Thence, travelling by road and
river to Pekin, they entered the capital about
the end of November. From there it is only
two days to Tientsin, where they took the boat
back to India via Hongkong and Singapore.—
Asian.

It is, says the Yokohama Advertiser, earnestly

to be hoped that Judge Mowat will reconsider
or modify his decision, that no reporter shall be
allowed to enter or leave the place not apart for
the press in the Court-room in which he sits
while trying the charge against Mrs. Carr.
Newspaper men do not attend Court as a mere
matter of amusement; they do so in the course
of duty, and as representing the public, in whose
interest the law has been invoked on this
occasion. They do not sit or vacate their
places in the course of the trial for the purpose
of demonstrating the number of lightning-
changes of which each is capable; they do so
when relieving, or being relieved by, others in
order that their arduous duties may be divided,
and the public be better served by the most
prompt and efficient publication of the proceed-
ings. This case is not a joke but a very serious
matter to them, adds the *Advertiser* emphati-
cally, and it is to be hoped Judge Mowat will
reconsider so serious, and as we think, unnecessary
a restriction upon them.

We read in the Japan Advertiser that a ridi-

culous story is told by the *Yokohama* respecting
what is styled the "German Minister Case." A
certain gentleman declares that the students
need not trouble the Foreign Office about it, but
they had better send a letter to the German
Foreign Minister giving the details of the
occurrence which has disgraced the uniforms of
the students of a preliminary military school of
the Japanese Empire. The Emperor will then
surely cause the recall of the Minister and take
steps necessary for the support of the dignity of
the military schools. There is, many, it is said,
who endorse this view. On Yokohama con-
temporaries also says:—Although the Radical
party and its organs are warring them-
selves into a kind of fury, over the trouble
between the German Minister and the students,
and are advocating the recall of the Minister,
says the *Kokumoku*, the Foreign Office will
certainly take no such step, as the matter is
not a trifling one. On contemporary asserts
that the reason the Radicals are acting
thus is because they can find nothing to attack
in the policy of the present Ministry. It further
asserts that the matter will now be settled
through the medium of some sensible person
who have stepped into the breach. It continues:
"But it is not ridiculous indeed that the Radical
party, who permitted even the return of the
Liaoning Minister, now demand that the case
in question is of public national importance?"

CHAU LUNG, a shopkeeper, of No. 5 Bonham

Strand, pleaded guilty of having in his possession
a knife of illicit origin. Capt. Hastings inflicted
a fine of \$100, or in default 3 months' hard
labour. The fine was paid.

THE Rangoon papers record the arrival at

Rangoon of two American cyclists, Dr. and Mrs.
McIntosh, who claim to have wheeled across
China from Shanghai. They appear to have
been well treated by the Chinese.

THE P. & T. Times says:—In consequence of

a dog bite the Commissioner of Customs, Mr.
A. Happer, accompanied by his wife, left that
post on the 20th ultimo for Port Arthur, en
route for the Pasteur Institute at Saigon. Mr.
Moorhead is left in charge.

IT is not political influence only that Russia has

over Korea, says the *Nichi Nichi*, which reports
that in spite of Russia having hitherto been im-
porting matches from Japan she has now begun
to export matches of her own make to Korea.
The size of the boxes is about double that of
the Japanese, and they are made so attractive
to the Koreans that the first lot was sold off at
once.

SOME Customs officers yesterday found a man

lying on the beach at Lai-chi-kok with both
his arms blown off at the elbow. It appears
that on the previous day he had been fishing
from a boat with dynamite and sustained the
injury. His comrades then put him ashore to take
his chance. The unfortunate man died whilst
being taken to the Alice Memorial Hospital.

At the Regular Convocation of Victoria Chapter,

No. 525, E.C., held last night the election of
Principals and Officers took place and resulted
as follows:—M.E.Z., Ex. Comp. G. A. Caldwell;
H., Ex. Comp. D. Macdonald; J., Comp. R.
Mitchell; Scribe E., Comp. G. Percy; J., Scribe
N., Comp. W. J. Titcher; P.S., Comp. G. J. B.
Sayer; Treasurer, Comp. H. M. H. Newman;
Jarlitor, Comp. J. Maxwell.

The following is the programme of music to be

played by the West Yorkshire Band at the
military concert to-morrow evening:—
1.—March, "The Victoria." 2.—Lullaby, "The
Victoria." 3.—The Victoria. 4.—The Victoria.
5.—The Victoria. 6.—The Victoria. 7.—The
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and a greater one each watch, will be considered in conference. The engineers have at once received instructions to resume duty.

MELBOURNE, January 28th.
The steamer *Cogges*, which had been detained since Saturday, sailed for Launceston yesterday under peculiar conditions. The vacancy of first engineer was filled by Huddart, Parker and Co's share engineer, but the others were in a quandary for a second engineer, until an octogenarian, who had retired from a seafaring career 30 years ago, came to their rescue, and offered to officiate. The elderly gentleman, who seemed very proud of his diploma, received prompt employment. The Governor of South Australia and party were among the passengers.

An attempt was made to get the *Imamutaka* away four hours before the engineers' notice to quit had expired, but the engineers refused to work and the move failed.

There was great excitement and cheering among the engineers at the Melbourne rooms when the following wire was received from Sydney:—"Send your men back to work; matters settled on your lines; Adelaide ships still barred."

BRISBANE, January 28th.
The announcement that the strike had ended was received with satisfaction and profound relief.

MELBOURNE, January 27th.
The engineers were called out again last night, owing to a new complication relative to the employment of non-union labor. Four engineers, not connected with the society, were engaged by Huddart, Parker & Co. for their steamers. The firm having given them a 12 months' engagement declines to withdraw them pending the conference. It is said that one of the engineers engaged was expelled from the Institute some time ago. Two rules upon which the engineers base their action read as follows:—Rule 23: No members shall sail on a steamer owned or chartered by a company in whose service non-members are engaged in sea-going vessels. Rule 26: No member shall sail for any company employing any engineer afloat who has been expelled from the Institute.

The difficulty with the Adelaide Co. is still unsettled. The engineers on the steamer *Flinders* having given 24 hours' notice the company defeated their object temporarily by clearing the vessel before the notice had expired. It is expected that the same course will be pursued with the *Onrals*.

BRISBANE, January 28th.
The engineers in the Adelaide Steamship Company's steamer *South Australian* were ordered by their union to leave the vessel at this port. Non-union engineers, however, were put on board, and the ship left at her advertised time.

SYDNEY, January 28th.
The conference between the marine engineers and the steamship owners has commenced, and the engineers having stated their case, the conference adjourned.

THE ORIGIN OF THE TROUBLE.
The points of contention in the dispute are as follows:—The marine engineers wanted the legal right to terminate their agreement at 24 hours' notice, and that wages which obtained under the agreement in existence from 1895 to 1897 shall be reverted to. In the latter year, a 10 per cent. reduction was made, and now with the revival consequent on the West Australian boom the men want a higher rate. They also want a fourth engineer and a third engineer in boats of over 500 horse-power running 400 miles between terminal ports, and that engineers on chartered steamers shall be paid the same rates as those in the regular intercolonial trade. Negotiations were proceeding on some of these matters during nearly the whole of last year.

The owners in March last declined to raise wages on the ground that the existing rates were higher than on British and foreign vessels. It was indicated at the recent sitting of the arbitration court that the owners would be willing to make the concession to the engineers of chartered steamers, but a few days later, before anything had been done, the engineers gave notice of the termination of the agreement at the end of three months. Then the Victorian Steamship Owners' Association prepared a circular, which was sent by several companies to the individual engineers in their employ, asking (1) Are you satisfied with the existing conditions of service; (2) if not, in what respects are you dissatisfied; (3) are you prepared to continue in the company's service for six months, articles of agreement the same as those of the officers, and crew, at your present rate of pay?

The Engineers' Institution then gave the notice of immediate cancellation.

The engineers demanded rates of pay as follows:—Within 100 N.H.P. Chief £20, second £15, third £14, 100 and within £150 Chief £21, second £16, third £14, 150 and within £200 Chief £22, second £17, third £14, 200 and within £250 Chief £23, second £18, third £15, 250 and upwards Chief £24, second £19, third £16, fourth £14. Mr. Corbett, the secretary of the Melbourne branch of the Engineers' Institution, commenting on the reason advanced by the owners for not increasing wages, namely, that the engineers here were paid more than men doing the same work in England, admitted that such was the case, but contended that the English rate was not a fair standard to take on a question of wages in Australia.

NEWS BY THE AUSTRALIAN MAIL.

LONDON, December 30th.
It has been reported that the Russian Ambassador at Constantinople, in a secret interview with the Sultan, delivered a private message from the Tsar. The Sultan, however, said he refused to recognize the right of the European Powers to control Turkey, and he would not consent to become a second Khedive.

December 31st.
The Royal Commission on the Pacific cable will, it is expected, shortly present its report. A draft of the report has been prepared for consideration, in which it is stated that everything will depend on the amount of subsidy which the Imperial Government is prepared to grant. The British authorities have decided to strictly enforce the Official Secrets Act owing to excessive leakage of information by which it is believed other Powers become aware of the chief British naval and military secrets.

It has been decided by Irish members of the House of Commons to visit the grievance of undue taxation of Ireland, shown in the recent report of a Royal Commission on the question, by moving an amendment on the Address-in-Reply at the opening of the coming session.

At Birmingham, Alabama, U.S.A., through what is regarded as the miraculous removal of a gall, a train fell over a bridge a distance of 100 ft., and was wrecked. Thirty-five persons were killed. The wreckage afterwards caught fire and a number of persons were burnt to death.

BRISBANE, December 31st.

In the Wind-up Handicap at the Clements races four horses fell, and a jockey named Hannan was killed. Another jockey had his skull fractured, and a third man was badly injured, while the horse *Glenloch* had its neck broken.

January 7th.

Four months' leave of absence has been granted to Mr. Henry W. Newman, Agent-General of Queensland, to enable him to take the position of President of the Commonwealth of Australia.

inquiry into the state of the sugar industry in India.

LONDON, January 6th.
News has been received of the arrival at Vancouver, British Columbia, of the detective sent from New South Wales to arrest Butler, the supposed Glenbrook murderer, who is supposed to be on board the ship *Swanilda*, which left Newcastle some time since with a cargo of coal for that port. Butler will be taken back to Sydney, and placed on trial there.

Owing to French naval activity, all the building yards of France are full, and the French newspapers are now discussing the question of placing orders for new warships in England.

MELBOURNE, January 14th.
The ship *County Antrim*, bound to Brisbane with a cargo of rails, has gone ashore on the south-east coast of Victoria.

Steps are being taken to prevent an influx of Chinese on New Guinea goldfields.

LONDON, January 13th.
The Arbitration Treaty between Great Britain and the United States of America has been signed. President Cleveland, in a letter to the American State Department recommending the adoption of the treaty, says that it has made between the two nations a remote possibility and the successful operation of the treaty should induce other nations to follow the example of Great Britain and the United States, thus marking a new epoch in civilization.

The foreign Press, in commenting on the conclusion of the Anglo-American treaty, refer to it as a great gain to the cause of peace.

SPORTS & PASTIMES.

FOOTBALL.

HONGKONG FOOTBALL CLUB V. H.M.S. CENTURION.

Yesterday afternoon, at Happy Valley, the Hongkong Football Club played off the tie against H.M.S. *Centurion* in the second round of the Hongkong Football Challenge Shield Competition. Many spectators were present, but the blue tickets were not nearly so numerous as at the previous match between these two teams. A strong wind was blowing down the Valley and was of great assistance to the team playing with it.

The Club won the toss and elected to play with the wind, and their right wing taking the ball from the kick-off, quickly gained a corner. Slade took the kick, but missed it badly by making too much allowance for the wind. From a goal-kick the *Centurions* then got away, but were stopped by the Club's backs, who passed the ball forward, and Mayson and Slade taking it on, made a poor attempt at the *Centurion's* defenses. Another corner followed for the Club, but Slade again miscalculated the wind force, and the *Centurions* took the ball up from the back and were stopped by Pincney. The *Centurion's* right wing then took matters in hand, and, centering after a fast run, an easy goal was scored amidst the cheers of the spectators.

The *Centurions* took the ball up again from the kick-off, and, after being once stopped by the Club's backs, who passed out to their left wing, they made a fine rush for goal but were stopped by Wood, who ran forward some twenty yards or so and kicked out a dangerous thing to do, as in case of a miss the goal would be left undefended. The Club then took the ball and were into their opponents' territory, and hands being given against the *Centurions*, their goal had a narrow escape from a combined rush of the Club's forwards. The *Centurion's* right wing then worked the ball up, and, looking kicking out, some hot work in front of the Club's goal followed the throw in. The Club got the ball away, however, and, the forwards taking the ball down, Mayson shot but a back was on hand and passed it out to the left wing who quickly ran it up and then the Club's goal was repeatedly threatened but ably defended by the Club's backs who did some capital work. The *Centurions* now gained a corner, which was negotiated by Mayson, but too much allowance being made for the wind the ball passed behind the goal. Steel then had a shot at the Club's goal but the ball passed over the bar and the Club, taking the ball on from the goal kick and being aided by a strong puff of wind, ran down but missed the shot. The *Centurions* quickly returned the ball to the Club's end, but were met by Besley who sent the ball well down the field again and the Club's forwards taking matters in hand Mayson shot but too high. The *Centurions* then pressed the Club's back and twice their custodian failed out. Play was all at the Club's end from this until half-time was called, the score then standing—*Centurions* 1 goal, Club, nil.

On play being resumed the Club got away from the kick-off but were stopped by the *Centurion's* backs and with the wind strong in their favor the *Centurions* kept the ball well in the Club's end of the field, and were only prevented from scoring by the excellent play and judgment of the Club's backs. The Club made several attempts at the *Centurion's* goal but their forwards did not play sufficiently together and before work in passing and shooting were unable to score. At last hands being given against the *Centurions*, Mayson took the ball on from the kick and tried a long shot, but without result. The *Centurions* then made a fine run up to the Club's goal and Wood running out kicked instead of throwing, and the ball being returned offside of the *Centurion's* forwards, they easily scored a second goal. The Club backed up a bit after this and their right wing, taking the ball on, centered and shot, but the ball was deflected by the Club's left wing and then a rush by the *Centurions* quickly took the ball away from them and ran it up to the Club's end where a goal kick followed. Time was then called, leaving the *Centurions* the victors by two goals to nil.

The game was well fought out but the Club's forwards lacked combination and were particularly weak in shooting. Wood as a goal-keeper was an utter failure, both the goals being gained from his lack of judgment in kicking when he should have thrown and throwing when he should have kicked. Looker and Mayson were decidedly out of form and certain of the team appeared, from an outsider's point of view, still events, to lack their opponents. Pincney and Besley played a splendid game throughout and had it not been for their careful and unselfish play the Club would have a much worse defeat to mourn over. The changes made in the team have proved to be decidedly for the worse and the *Centurions* Club learn to pick their men for their play the better it will be for them.

The *Centurions* played a good steady game but their centre was weak, and could not pick their team out, however, and could the Club have got a team together who played football alone, then the result would have probably been very different.

The teams were as follows:—Club.—D. Wood, goal; E. H. Besley and B. Pincney, backs; H. W. Slade, R. J. Crowley, W. Y. R. and H. W. Looker, halves; E. C. Gordon, W. Y. R., A. S. Anton, W. D. Mayson, A. D. H. Grayson, R. A., and M. P. Logan, forwards.

CRICKET.

To-morrow afternoon, at Happy Valley, in the second round for the Hongkong Football Challenge Shield, "A" Company, W. Y. R., will play "B" Company, W. Y. R. Kick-off 4.15 p.m. Referee, Mr. A. E. H. Reid, R.A.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY ESTIMATES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I beg leave to inform you that the resolution against any reduction being made to the Navy Estimates has been signed by 463 British subjects here, excluding members of the Civil, Naval and Military Services who have not signed.

In addition to the above, thirty-one signatures have been obtained from Canton and thirty from Amoy.

Yours faithfully,

HENRY E. POLLOCK,

Navy League, Hongkong Branch.

Hongkong, 29th January, 1897.

NOT A D A.

CALENDAR.

JANUARY.

Meteorological means based on ten years' observations to 1885.

Barometer.....30.165

Thermometer.....59.4

Humidity.....74

Rainfall.....1.67 inches.

TO-DAY,

Friday, 29th January, 1897.

Chinese.—27th of 12th moon of 22nd year of

Jow-h.—20th Sini, 5887.

Mohammedan.—15th Shaaban, 1314.

Sun.—Rises.....0hr. 45m.

Sets.....0hr. 45m.

High water.....0hr. 15m.

Low water.....0hr. 55m.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

THE BALANCE SHEET.

The following is the balance sheet to be submitted with the Report of the Cor. of Dir. 1896, published in our last issue, to the meeting of shareholders in this Corporation in the City Hall on the 13th proximo:—

ABSTRACT OF ASSETS AND LIABILITIES.

31ST DECEMBER, 1896.

LIABILITIES.

Capital.....\$1,000,000.00

Reserve fund.....\$100,000.00

Marine insurance account.....\$100,000.00

Notes in circulation.....\$100,000.00

Current account.....\$100,000.00

Dividend.....\$100,000.00

Fixed deposits.....\$100,000.00

Gold.....\$100,000.00

Cash.....\$100,000.00

Bill payable (including drafts on London bankers and short sight drafts on London office against bills receivable and bills shipped)

Profit and loss account.....\$100,000.00

ASSETS.

Cash.....\$100,000.00

Bill payable (including drafts on London bankers and short sight drafts on London office against bills receivable and bills shipped)

Profit and loss account.....\$100,000.00

PROFIT AND LOSS ACCOUNT, 31ST DEC. 1896.

To amounts written off.....\$100,000.00

To dividend.....\$100,000.00

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Intimations.

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WATKINS & CO.
Sole Agents in Hongkong and the Empire of China
BY SPECIAL APPOINTMENT.
WATKINS CHAMPAGNE BITTERS.
SCOTT & BOWNE, LTD.
THOMAS BEECHAM
BOYALL, LIMITED
BERKEFIELD CO., LIMITED
GRANVILLE & CO.
FRANCIS & CO., LIMITED
THEO. RICKBOKER
KOPS
WATKINS & CO.,
Special Terms offered to Dealers.
68, Queen's Road Central, Hongkong.

COMPOUND SYRUP OF THE HYPOPHOSPHITES.

THE CLUB HOTEL
5, BUND, YOKOHAMA.
HOTEL METROPOLE
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—this ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.

L. DEWETTE, Manager,
TOKYO.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: 5,000,000
Head Office: 15, Avenue Matignon, Paris
WORKS IN EUROPE:
at Bordeaux (BACALAN), France
at Louvain (DYLE), Belgium
Railways and Tramways, Piers and Joining Stock, Locomotives and Wagons, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Orders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, etc.
CONTRACTOR
Constructing and repairing
Railways and Tramways
Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for M. DYLE and J. BACALAN.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

BARMAN WANTED: Good Situation, Good Living and Good Salary. Apply to

STAG HOTEL,
Queen's Road,
Hongkong, 15th January, 1897. [184]

THE GRILL ROOM,
4, QUEEN'S ROAD.

THE LEADING CATERERS
ON
TUESDAYS,
GREEN TURTLE STEAKS for Tiffin.
GREEN TURTLE SOUPS for Dinner.

SALADS & DELICIOUS ENTREES sent to Private Houses at shortest notice, WEDDINGS, PRIVATE PARTIES, TIFINS and DINNERS a Speciality, Hongkong, 14th December, 1896. [167]

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

CHRISTMAS PRESENTS.

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHRELE & Co.,
Hongkong, 15th May, 1896. [133]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

30 Cents per Box.
Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, England.
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 68, Queen's Road Central, HONGKONG. [191]

Shipping.

STEAMERS.

FOR SHANGHAI
THE Steamship
"LOONGMOON,"
Captain F. W. Sevel, will be despatched for the above Port TO-MORROW, the 30th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 26th January, 1897. [103]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on MONDAY, the 30th February, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 22nd January, 1897. [178]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"MYRMIDON,"
Captain Gardner, will be despatched as above on WEDNESDAY, the 3rd February.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th January, 1897. [155]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.
THE Company's Chartered Steamship
"STRATHFAY,"
Commander McKenna, will be despatched as above on SATURDAY, the 6th February, at 5 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA, Agents.
Hongkong, 14th January, 1897. [146]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"TANTALUS,"
Captain Hannab, will be despatched as above on SATURDAY, the 13th February.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th January, 1897. [100]

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE
(Under Mail Contract).
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship
"OMI MARU,"
Captain C. Young, will be despatched for the above Port on TUESDAY, the 16th February, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A daily qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA, Agents.
Hongkong, 27th January, 1897. [194]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE
(Under Mail Contract).
FOR SINGAPORE, COLOMBO AND BOMBAY.
(Calling at Tuticorin on the homeward voyage).
THE Company's Steamship
"MIKE MARU,"
Captain P. H. G. will be despatched as above on WEDNESDAY, the 17th February, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA, Agents.
Hongkong, 27th January, 1897. [195]

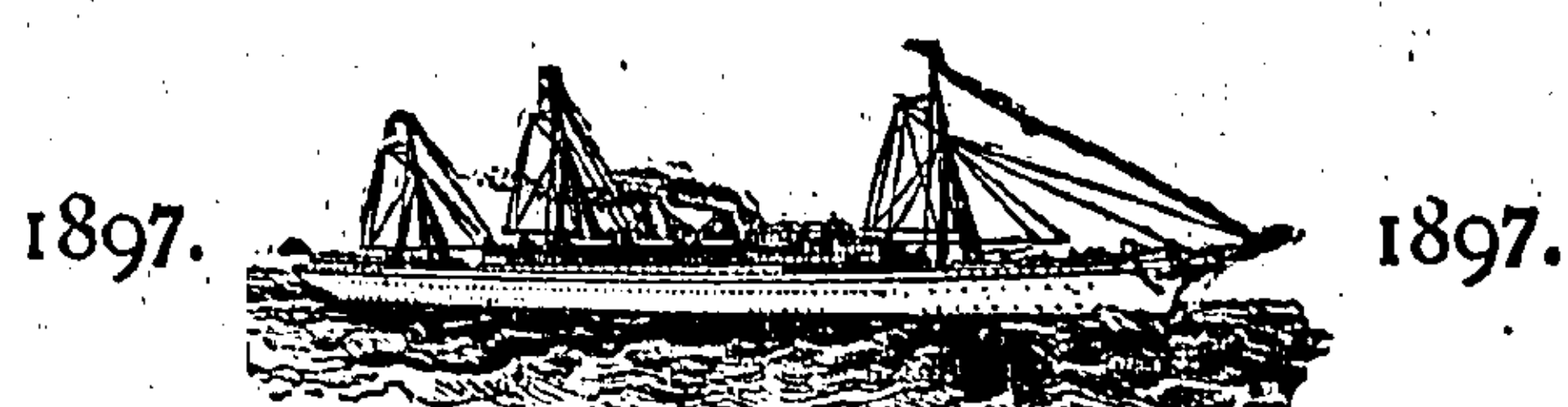
SAILING VESSELS.
FOR SAN FRANCISCO
THE British Brig
"SUMBANA,"
Rebbeck, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 7th December, 1896. [164]

NOTICE TO SHIPPERS.
FOR SAN FRANCISCO
THE 100 A. 1. Iron 4th British Brig
"MATTERHORN,"
Captain J. Williams, will be ready to let for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co., Agents.
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK
THE 3/4 A. 1. American Ship
"BENJAMIN SEWELL,"
Sewall, Master, strictly expected from Shanghai, will leave here and will be despatched by 4th of February.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 6th January, 1897. [191]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1897. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 17th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Strait, Good for 9 months, £100.
The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway runs.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 20th January, 1897.
D. E. BROWN, General Agent,
Pedder's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Delge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Feb., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, and March, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd March, at Noon.

THE U.S. Mail Steamship
"PERU"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be obtained on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

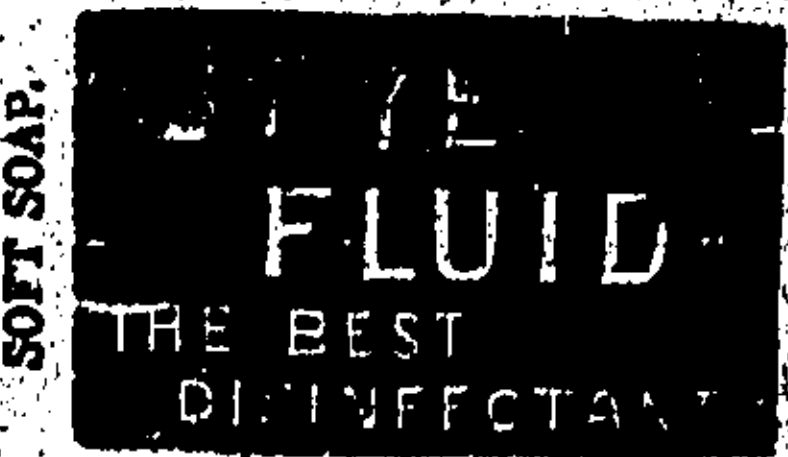
J. S. VAN BUREN, Agent.
Hongkong, 16th January, 1897. [191]

F. BLACKHEAD & CO.
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOLE AGENTS FOR
HARTMAN'S EASTERN'S GENUINE COMBINATION HAND BRAND, HARTMAN'S GREY PAINT, DAILER'S PATENT MOTOR LAMPS, &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1896. [191]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Raffles Buildings
Hongkong, 9th March, 1897. [16]

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 2nd Feb.
Prinzess ... Tuesday ... 2nd March.
Sachsen ... Tuesday ... 30th March.
Bayern ... Tuesday ... 27th April.
Prinz Heinrich ... Tuesday ... 25th May.

ON TUESDAY, the 2nd day of February, 1897, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Coppers, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 30th Jan. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st Feb. and Passes will be received at the Agency Office until Noon on MONDAY, the 1st Feb. Contents of Packages are required. No Parcel Receipts will be issued for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linnas can be washed on board.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 9th January, 1897. [96]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar ... 3.60 ... Tuesday ... 1st Feb. 9.
Tacoma ... 2.50 ... Tuesday ... 1st Mar. 2.
Victoria ... 3.10 ... Tuesday ... 1st Mar. 25.
Olympia ... 2.60 ... Tuesday ... 1st April.
Braemar ... 3.60 ... Tuesday ... 1st May 4.

THE Steamship
"BRAEMAR,"
Captain Porter, sailing at Noon on TUESDAY, the 6th February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., General Agents.
Hongkong, 19th January, 1897. [14]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"MIRZAPUR,"
Captain J. F. Johnson, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 11th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London after Cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, Steam Agent.
Hongkong, 18th January, 1897. [13]

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